



US Army Corps  
of Engineers®



## Monroe Harbor, MI

### Harbor Features

- Located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI
- Authorization: River & Harbor Acts of 24 Feb 1835, 3 Jul 1930.
- Deep draft commercial harbor.
- Authorized depths – 21 feet in Lake Erie to the turning basin, which has an 18' foot depth.
- 130<sup>th</sup> leading U.S. port with just under 1.6M tons of material shipped or received in 2005.
- The average of the highest five years over the last ten years of material shipped is 1.8M tons, ranked 35<sup>th</sup> among the Great Lakes Harbors.
- Approximately 28,000 feet of maintained Federal channel.
- 328 acres available -- zoned for heavy industrial.
- 1,500 feet of public dock on the turning basin
- 1,500 feet of public dock on the River.
- 2,300 feet of private dock on the River (1,600 feet – Detroit Edison, 700 ft – Holcim).
- Sterling State Park Confined Disposal Facility is located just north of the harbor.
- Major stakeholders include The Detroit Edison Company (DTE); Michigan Paving and Materials Co.(MPMC); Monroe Recycling; Holcim, Inc.; Hickman Williams & Co.; The King Company, Inc.; MACSTEEL; Visteon Corp; U.S. Coast Guard; and Lake Carriers' Association.
- Property served by two railroads.
- DTE -- The Monroe Plant is a coal-fired electricity generating station with a capacity of 3,000 MW. Stack emission scrubbers using limestone as feedstock are being installed. Limestone shipment by



- vessel will start in 2009 and will reach an annual average of 300,000 tons by 2013.
- MPMC -- The complex has the ability to store 56 million gallons of asphalt products in eight seven-million gallon tanks, and is the largest asphalt blending facility in the country. One of the asphalt blending materials typically comes only by water.
  - Monroe Recycling (operational fall 2006) – The facility has 1,500 feet of River Raisin dock frontage. Over 4,100 feet of rail line will be extended to and along the River dock at a cost of \$538,000. Water borne shipments will include scrap metal and bulk commodities.

### Project Needs

- Dredging of approximately 50,000 to 80,000 cubic yards is completed on a 2 to 3 year cycle. Although maintenance dredging was completed in FY 06, significant shoaling remains throughout the Harbor.
- Shoaling adjacent to the DTE dock is 3 to 3.5 feet.
- The river between the Holcim dock and the Turning Basin has only been dredged 3 times in the last 21 years with areas of shoaling from 1 to 3 feet.

- Monroe Harbor is one of the areas of concern (AOC) identified by the International Joint Commission for the Great Lakes.

#### **Consequences of Not Maintaining the Project**

- Significant loss of jobs both locally and regionally.
- Navigational safety issues for all Harbor users related to channel maintenance less than authorized.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$1,800,000 and \$2,900,000 annually.
- The impact of current shoaling on vessel utilization has increased the transportation costs of harbor users more than \$2.0M annually, and has caused more than eight additional vessel shipments per year.
- Restriction to normal vessel delivery to DTE has indirect impacts including higher

risk to operational reliability due to uncertain coal and limestone inventory, and increased reliance on rail coal delivery.

- MPMC is the largest asphalt paving company in Michigan, and their Monroe facility serves one of the largest asphalt pavers in Ohio. Increasing water borne shipment costs will increase the cost of road construction and paving throughout the Midwest.

#### **Transportation Importance**

- Major receiving port on the Great Lakes.
- Commodities include petroleum products, coal, and stone and aggregates.
- Between 2003-2006, coal was received at the DTE plant from three other Great Lakes ports: Superior (86%), Sandusky (12%), and Toledo (2%). Limestone procurement is also being planned from a northern Michigan quarry.

### **U.S. Army Corps of Engineers Fiscal Year (FY) 2007, 2008 and 2009 Monroe Harbor, MI - Project Needs and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY07 Need</b>	<b>FY07 Work Plan</b>	<b>FY08 Need</b>	<b>FY08 Budget</b>	<b>FY09 Need</b>	<b>FY09 Budget*</b>
Project Condition Surveys	75	0	92	0	92	
Maintenance Dredging – Primary Work Package	425	0	926	0	926	
Maintenance Dredging – Backlog Work Package					400	
<b>TOTALS</b>	<b>500</b>	<b>0</b>	<b>1,018</b>	<b>0</b>	<b>1,418</b>	

\* FY09 President's Budget will be available in February 2008